

Message Text

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ACTION EB-07

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FM AMEMBASSY TAIPEI

TO SECSTATE WASHDC 1343

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E.O. 11652: N/A

TAGS: EAIR, TW

SUBJECT: CIVAIR: VISIT OF CAB GROUP TO TAIPEI

REF: STATE 231084

1. MESSRS. R. TENNEY JOHNSON AND JAMES S. HORNEMAN ARRIVED HERE OCT. 8 PER REFTEL. THEY WERE MET AT AIRPORT BY EMBOFF AND ESCORTED TO HOTEL AND TO REQUESTED SEPARATE APPOINTMENTS THE NEXT DAY WITH CAA DIRECTOR-GENERAL, GENERAL Y.T. MAO AND FOLLOWING REPRESENTATIVES OF AMERICAN CARRIERS MEETING AS A GROUP: WILLIAM S. WANG, DIRECTOR-TAIWAN, PAN-AM; BRUCE HONG, SALES MANAGER, FLYING TIGER; AND PETER MOO, STATION MANAGER, NW ORIENT. ALL OF THE ABOVE-MENTIONED, PLUS CAAG CHIEF HARRY J. BURTON, WERE LUNCHEON GUESTS OF ECONOMIC COUNSELOR JOSEPH B. KYLE.

2. VISITS WERE GET-ACQUAINTED IN NATURE, ALL PARTIES INDICATING MUTUAL SATISFACTION WITH PRESENT COUNTRY-TO-COUNTRY AND CARRIER-HOST COUNTRY CIVAIR RELATIONSHIPS. PAN AM REPRESENTATIVE NOT SURPRISINGLY HAD OCCASION TO VOICE CONCERN OVER RESULTS OF FEDERAL COURT ACTION SUSPENDING ITS TAIWAN-OKINAWA OPERATIONS-EMPHASIZING, ALSO NOT SURPRISINGLY, INCONVENIENCE AND DISSERVICE TO PUBLIC CAUSED BY CESSATION ORDER, WHICH HAD HIT AT PEAK-LOAD TIME AND WITHOUT TWA BEING IN POSITION TO TAKE OVER BURDEN. JOHNSON WAS VERY CANDID IN EXPLAINING ORIGIN OF COURT ACTION, ADMITTING THAT ADMINISTRATIVE PROCESS MIGHT HAVE FUNCTIONED BETTER THAN IT ACTUALLY HAD. HE ASSURED BOTH GENERAL MAO AND AMERICAN REPS.,

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IN SEPARATE MEETINGS, THAT LEGAL AND ADMINISTRATIVE ACTION TO

RESOLVE THE SITUATION WAS PROCEEDING FASTER AND WITH A GREATER SENSE OF URGENCY ON THE PART OF THOSE CONCERNED THAN EVER BEFORE IN THE HISTORY OF MAJOR CAB CASES. IT WAS HOPED AND ANTICIPATED, HE INDICATED, THAT A RESOLUTION WOULD BE ACHIEVED AND FINALIZED BEFORE THE YEAR WAS OUT.

3. CHIEF SUBSTANTIVE ITEM BROACHED BY JOHNSON, TRIAL-BALLOON-FASHION, IN MEETING WITH MAO, WAS ACCEPTIBILITY TO CAA/GROC OF A FUTURE INCREASE IN U.S. CHARTER FLIGHTS TO TAIWAN. JOHNSON'S EMPHASIS AND SELLING POINT WAS ATTENDANT INCREASE IN NUMBER OF LESS-WELL-TO-DO AMERICANS THUS ENABLED TO VISIT ROC. MAO APPEARED RELUCTANTLY WILLING TO CONSIDER WEST COAST U.S. - TAIWAN U.S. CARRIER CHARTER INCREASE, BUT WAS CLEARLY COOL TOWARD ANY ARRANGEMENT OFFERING POTENTIAL SIGNIFICANT COMPETITION TO TAIWANESE CARRIERS ON ROUTES INVOLVING NEARBY COUNTRIES, CITING SEVERAL TIMES THE NEED TO AVOID AN "ATLANTIC SITUATION." HOWEVER, SUCH POTENTIALLY CONTROVERSIAL MATTERS WERE ONLY TOUCHED ON AND THEN BACKED AWAY FROM, BOTH PARTIES AGREEING THAT WHAT WAS NEEDED WAS MORE PEOPLE FLYING COUPLED WITH BETTER LOAD-FACTORS, NOT MORE AIRCRAFT COMPETING FOR THE PRESENT SET OF BODIES. THE ATMOSPHERE THUS REMAINED FRIENDLY AND RELAXED. MAO APPEARED RELIEVED THAT VISITORS HAD NO SHOCKS, COMPLAINTS, OR ULTIMATA TO DELIVER, BUT RATHER, CONSIDERABLE PRAISE FOR BOTH THE STATUS OF PRESENT CIVIL AIR RELATIONSHIPS AND MAO'S OWN PERFORMANCE AS DIRECTOR-GENERAL.

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